

INTIMATION

A. S. WATSON
& CO., LTD.

(ESTABLISHED A.D. 1841.)

WINE & SPIRIT MERCHANTS.

PORT.

	Per Dose. Bottle.	Per Bottle.
RED CAPSULE	11.30	1.15
RED SEAL CAPSULE	19.80	1.65
SUPERIOR LIGHT INVALID, GREEN SEAL CAPSULE	22.30	1.90
VIOLET SEAL CAPSULE	29.30	2.50
VERY FINE OLD TAWNY WHITE SEAL CAPSULE	38.30	3.40

SHERRY.

	Per Dose. Bottle.	Per Bottle.
LIGHT DRY	11.30	1.15
VINO DE PASTO, GREEN SEAL CAPSULE	17.80	1.50
OLOSO, RED SEAL CAPSULE	22.30	1.90
SUPERIOR PALE DRY, WHITE SEAL CAPSULE	24.30	2.05
FINEST PALE DRY, NUTTY, VIOLET SEAL CAPSULE	29.30	2.55

We can recommend the above as Wines of the Finest Quality and Vintage, specially selected and procured from the best Oporto and Xeres Growers.

A. S. WATSON & CO.
LIMITED.

ALEXANDRA BUILDINGS.

22

BIRTH.

On the 27th December, 1912, at No. 10, Marino Villas, Carrington, Queenstown, Co. Cork, Ireland, the wife of N. G. NOLAN, Chief Interpreter, Supreme Court, Hongkong, of a daughter.

[250]

HONGKONG OFFICE: 10A, DES VOGES ROAD O.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 31st, 1913.

In the current number of *United Empire* the organ of the Royal Colonial Institute there is an interesting contribution by Sir J. GEORGE SCOTT, K.C.I.E., on the effects of the China revolution on Burma. Sir GEORGE SCOTT has had considerable experience in the Northern as well as the Southern Shan States and has written much about Burma, with which he has been more or less intimately acquainted since 1879, when he acted as a war correspondent in the Burma war. He was a member of Siamese Boundary Commission, and he was the British representative on the Mekong Commission and the Burma-China Boundary Commission, and has held several other official appointments. For eight years before his retirement in 1910 he was the superintendent and political officer of the Southern Shan States. In his article Sir GEORGE SCOTT draws a very sorry picture of the conditions in the region, extending for hundreds of miles where Yunnan meets Burma. Most people, as he says, may very likely have thought that the population of Yunnan would have been absolutely indifferent to the form of the Central Government. The population of Western Yunnan is largely non-Chinese and the originator of the anti-dynastic rising in these parts, he says, was not a Chinaman at all, "and so far from having Republican principles it cannot easily be maintained that he had principles of any kind." There is a small cluster of Shan-Chinese States in this corner of South-Western China, and one of them is Kan-ngai, a little more than half-way from Teng-Yueh to the British frontier, on the Teng Yueh-Bhamo road. The Chief of State is a young man who in his earlier youth spent some time in Japan, and "there seems to have become something like the Italianate Englishman whom the Elizabethans held in such disfavour." At any rate, when he came back Sir GEORGE SCOTT says he mismanaged his State in a way which met with the strongly expressed disapproval of Chinese officers, "who are not easily shocked by such doings." The

State is described as being "quite wealthy for its size and neighbourhood, even with Chinese officials ready to prevent it from being unduly prosperous. But the CHIEF found its revenues quite unequal to his requirements and he borrowed money wherever he could get it, with a contemptuous disregard of the rate of interest demanded. His capital became the resort of bad characters from everywhere and adventurers of all kinds, not a few of them being Japanese and Chinamen from the coast ports, overflowing with new-fangled ideas. The provincial officials had been at no pains to disguise their disapproval both of the CHIEF personally and all his doings. When, therefore, news of the Revolution came, the Sawmwa thought it a good opportunity of paying off old scores and possibly retrieving his fortunes." The story proceeds to describe how he sent his miscellaneous friends to tamper with the troops in Teng-yueh and how this resulted in a state of chaos throughout Western Yunnan. Many of the scum of the neighbourhood who had enlisted under the Republican banner, on being armed from the barracks set up on their own account as dacoits and highway robbers, preying on the neighbourhood and plundering the simple Shans and the hill tribes generally. The result is told in these terms: "What little news there is comes from the Shan and Pantho (Chinese Mohammedan) caravans which come from the east and south-east. Every year with the beginning of the cold weather they make their way to Bhamo on the Irrawaddy, male caravans by the hundred animals and bullocks by the thousand. They are beginning to come, but instead of the usual loads of produce, and iron pots and ornaments, they are bringing little but pears and walnuts and some scanty bales of hides and panniers of peas. This is as much due to the dangers on the road as to the absence of goods to export. Bands of so-called deserted soldiers infest the roads and take what they want from the villagers and caravans, and though the flats and store-sheds are full of cargo waiting to be taken to Teng-yueh, the caravans are very unlikely to load up. Four at least of the Shan-Chinese Sawmwas have come to Bhamo and complain bitterly of the way in which they are being harassed and robbed by the 'discharged soldiers.' Sir GEORGE SCOTT says the injury to British south-west China is very great, but the trouble on the frontier is likely to be very much greater. Incidentally, while there is this inability to keep order in this distant province, it appears that the anti-opium edicts of the new-born National Assembly in Peking 'met with surprising obedience in the most out-of-the-way parts of China, and not only was the cultivation of opium stopped in most parts of Yunnan, but systematic efforts were made to put an end to the purchase of opium from the hill tribes, who had by no means stopped the growing of the poppy.' As a result of this the Kachins had no money to buy salt, without which they cannot live in comfort, and the Wa were not able to buy rice out of which they make the spirit which they infinitely prefer to the mild millet-beer which they make in their own country. The hillmen are therefore in a state of rapidly increasing indignation, and when to this is added the raid of the soldier-brigands their state of mind is quite easily understood. Sir GEORGE SCOTT concludes: "So far as is known, the Chinese Republic has been much too busy keeping an eye on recalcitrant Maushus and watching the proceedings of Russians and Japanese, to say nothing of its pre-occupation in resisting the offers of six sager moneylenders, to think of appointing any one to keep order and dispense justice in so far away a territory and so far a province as Yunnan. Consequently our officers will be unable to see the wrongs of our subjects righted, and they are far from being the sort of people who will submit to this tamely. The result is that the frontier line is likely to be as lively a place as Macedonia was, and may possibly continue to be, with Moslem, Bulgarian, Serbian, Greek, and Albanian komitadjis. The prospects are none the more cheerful, because it seems very possible that south-west Ssu-chuan may soon not be much better off. The Lo-lo are no doubt picturesque to look at, and romantic to talk about, but they are all people to live near. And there are the Lisu and the Ngos and the Sifans and many more who may make a pretty cockpit of the Chinese country for many miles round their hills. This will annoy the Republic much more, and may probably stir them up to action, for Ssu-chuan is a wealthy province, while Yunnan is not, and it will be little consolation to us if our north-east frontier relapses into a state of lawlessness and social savagery." We have not heard that any official representations have been made to the Chinese Government with regard to the lawlessness prevailing in Yunnan and on the Burma-Chinese frontier particularly: if they have, China can hardly be slow to realise the importance of taking the earliest steps to restore peace and order, for such conditions as Sir GEORGE SCOTT describes obviously menace the interests of both Burma and French Indo-China.

A Dance, which was largely attended, was given at Government House last night.

Lieutenant de L. Simonds, R.G.A., formerly A.D.C. to Major-General Anderson, has been posted to Portsmouth.

It will be noticed that the *Assaye* is bringing down from Shanghai London mails of an earlier date than those which arrived on Wednesday.

A Chinese aged about 34, of no fixed abode, was found in a house at 54, Temple Street, Yaumati. He was apparently insane, and was removed to the hospital.

Mr. George Lamert informs us that the public auction of leasehold property at Prospect Place, Bonham Strand, which had been advertised to take place to-day has been cancelled.

An old Chinese woman, residing in Lau Yuen Lane, Western District, has been removed to hospital suffering from an injured foot, caused by having been accidentally run over by a bullock water cart.

Commander J. L. S. Kirkness, who has been appointed to the *Hampshire*, the new flagship of the China Squadron, has been in the service since July, 1891, and has held his present rank for thirteen and a half years. He is ex-gunners officer of repute.

There was delay yesterday on telegrams exchanged with Singapore and other places south of Saigon owing to temporary defects in the cables. Repairs were however quickly effected and communication was reopened shortly after 4 p.m. But it was not until nearly midnight that any Press telegrams were received.

Two men were brought before Mr. Melbourne yesterday afternoon charged with being concerned with four other men not in custody with committing an armed robbery at Tai Hang village on the 16th inst. It is alleged that one man entered the house in question by the back door, and, after fastening it, let the others in by the front door. The men threatened the man of the house and presented their revolvers, while they threw pepper in the face of his daughter and also gagged her. However, she managed to remove the gag and to call for assistance, whereupon the men ran off, taking with them property to the value of \$178 and leaving behind them some formidable-looking daggers. One of the thieves was held up by a woman, and a second was arrested by a man. The hearing was adjourned.

THE MARVELS OF WIRELESS
TELEGRAPHY.

At the European Y.M.C.A. last evening a most interesting and instructive lecture on "Wireless Telegraphy and Telephony" was given to an appreciative audience by Professor C. H. Robertson, of Shanghai. The Hon. Mr. E. A. Hewitt, C.M.G., presided, and in introducing the lecturer, said that Professor Robertson had made a special study of this particular question. Mr. Hewitt referred to all the wonderful inventions of the last quarter of a century, and said that nothing so marvellous had ever been brought before them as wireless telegraphy, and nothing which would probably prove of greater benefit to mankind at large. (Applause.)

Professor Robertson by means of a small installation demonstrated the actual working and explained the main principles of wireless communication to an audience who showed the keenest interest in the subject. Communication was established with H.M.S. *Tamar*, and the lecturer expressed his indebtedness to Commodore Anstruther for making a practical exposition of the subject possible.

Professor Robertson is repeating the lecture to another audience at the Y.C.M.A., rooms at 5.15 this afternoon.

HONGKONG RACE MEETING.

The list of entries for the race meeting under the auspices of the Hongkong Jockey Club on February 24th, 25th and 26th are now published, and the entries for each race appear to be as numerous as usual. In a few of the races as many as 34 ponies are entered. For the Hongkong Derby, the following are the eighteen entries:—

	h. in. st. lb.
Mr. Brutton's <i>Somerton</i>	13.1 11.1
Do. <i>Petherton</i>	13.0 10.12
Mr. Cline's <i>Sunlight</i>	13.1 11.1
Mr. Gilpin's <i>Sir Bedivere</i>	13.1 11.1
Do. <i>Sir Beaurmaris</i>	13.0 10.12
Mr. Goodloe's <i>Alvand</i>	13.0 10.12
Mr. E. Kadourie <i>Fijian Chief</i>	13.0 10.12
Do. <i>Borneo Chief</i>	13.1 11.1
Sir Henry May's <i>Dunboyne</i>	12.3 10.9
Do. <i>Bruno</i>	13.0 10.12
Mr. Norman's <i>Revenue</i>	13.0 10.12
Sir Paul's <i>Sweet William</i>	13.1 11.1
Do. <i>Sweet Sultan</i>	13.1 11.1
Do. <i>Sweet Rocket</i>	13.1 11.1
Mr. John Peel's <i>Sereel</i>	13.0 10.12
Do. <i>Ben Wyvis II</i>	13.1 11.1
Do. <i>Bengalini</i>	13.1 11.1
Mr. Soares <i>Jambolini</i>	13.1 11.1

SUPREME COURT.

Thursday, 30th January.

IN BANKRUPTCY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR W. RIES DAVIES, K.C.)

ADJUDICATED BANKRUPT.

The following were adjudicated bankrupt: Wong Yik, Po Kee alias L. F. Cooke, and Wo Hing Company.

AN INCORRECT REPORT.

Re Heng Seng Cheong, the Official Receiver stated that his report advised the discharge of the bankrupt, but he had reason to believe that the report was not correct.

Mr. Shenton, who represented Messrs. Jobson & Co., Meyerink & Co., and Reuter, Brockelmann & Co., stated that the debtor had never undergone his proper examination in bankruptcy. He had absconded, and a reward of \$4,000 had been offered for him. It was only after they received notice of his discharge that they learned of his whereabouts. He applied for a warrant for his arrest.

Mr. Gardiner, who represented the debtor, asked that he be given an opportunity of replying to the charges made against him by the comrades of the firms mentioned. Debtor was present in Court.

Mr. Shenton renewed his application for the arrest of the debtor. There were several charges against him on which he could proceed criminally.

His Lordship thought the debtor should have an opportunity of answering the charges made against him.

The Official Receiver thought the man should be detained.

It was decided to take the public examination of the debtor afterwards.

When the case was again taken Debtor stated that he made a report to the Official Receiver in November, and told him that he took no active part in the management of the business. He left the Colony two days before the firm failed. Its capital was \$3,000, and he did not know his brother, who was a partner, incurred liabilities for \$44,000.

In answer to Mr. Shenton he denied having obtained goods worth \$20,000 from Lam Chin a month before his bankruptcy. Lam Chin, comrade to the East Asiatic Trading Co., deposed that he had dealings with debtor a month before the bankruptcy. Debtor's brother purchased goods to the value of \$20,000 and debtor chopped the contract and a promissory note personally. Debtor and his brother pledged the goods before they left the Colony.

His lordship made an order for debtor's detention and adjourned the examination.

THE AFFAIRS OF ARNDT AND CO.

Re Arndt & Company.
Mr. Hind, who appeared for the petitioning creditor, asked that the application for an interim receiving order be adjourned. A deed of arrangement was being put through, and when this was completed the application would be withdrawn.

Mr. Shenton, on behalf of the Company, consented.

The request was agreed to.

LIGHTHOUSE KEEPER'S MISFORTUNES.

J. M. Franco attended to undergo his public examination.
Debtor, in reply to the Official Receiver, said he was a lighthouse keeper, and received a salary of \$130 a month, on which he had to support two daughters, one son and an invalid wife. His wife was incapable of looking after herself and needed two nurses. His debts amounted to \$1,700, which he incurred by having gone security for a man and borrowing money to pay that security at a high rate of interest. He had arranged to pay \$25 a month out of his salary to his creditors.

The Official Receiver said in his opinion the bankruptcy was due to misfortunes.
Mr. Leo d'Almada, who appeared for creditors, questioned debtor with respect to a loan of \$1,000 which he received from Mr. Barker some time ago to help him out of his difficulties, and denied, when that gentleman took proceedings against him to recover the money, that he borrowed money to meet the judgment. He also denied that when he bought \$70 worth of goods from Mr. Mahomed in November that he contemplated becoming bankrupt in December.

The examination was closed and the debtor was adjudicated bankrupt.

CRICKET.

HONGKONG "A" v. POLICE.

The following have been selected to represent the Hongkong Cricket Club "B" League team v. the Police Cricket Club on the Police Cricket Club Ground at Happy Valley, on Saturday, the 1st February, play to commence at 2 p.m.:—R. Hancock (Capt.), A. A. Claxton, S. H. Dodwell, H. Hancock, Capt. B. T. K. Hodge, D.C.L.I., J. W. S. Jellie, A. O. Lang, M. M. Maas, S. S. Moore, Lt. Paske, D.C.L.I., and R. P. Thurstield.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

BRITISH TRADER'S ARREST IN JAPAN.

Tokyo, January 30th.

The continued imprisonment of Mr. W. A. Wheeler, a British subject in the employ of Messrs. Genz, Wheeler & Co., of Yokohama, who was arrested on the 10th inst., on a charge the particulars of which are still withheld, is exciting the deepest interest in the foreign communities. Bail has been refused and representations have been made to the British Consul-General concerning the case.

[The *Japan Gazette* at the time of Mr. Wheeler's arrest had the following reference to the matter:—"In May last Mr. Wheeler came to this country for the purpose of starting a branch of the business carried on in Leicester, Calcutta, Shanghai and other places by Messrs. Genz, Wheeler & Co. This business is of an ingenious nature, and it is a somewhat significant fact that it is carried on without let or hindrance by the law in the other places named. Messrs. Genz, Wheeler & Co. sell an automatic knitting-machine at a price of about ¥120, and undertake to purchase socks knitted by the purchasers from yarn which is supplied by the British firm. We believe that large sums of money have been paid over in this way to purchasers of the machines, and we are informed that in no single instance has Mr. Wheeler, or the firm of Genz, Wheeler & Co., failed to purchase properly-made socks as and when brought in for that purpose."

The business has prospered to a very large extent, and as many as 700 machines have been sold. At one time, indeed, there was such a demand for them that the stock ran short, and the steamer on which a fresh supply was due to arrive being detained in quarantine, on account of cholera aboard, there was some slight delay in delivering machines to the purchasers, who were clamouring for them. However, this delay was purely temporary, and all machines were supplied as soon as possible after receipt in Yokohama, and every endeavour was made to get fresh consignments passed through the Customs House with as little delay as possible.

"In spite of these facts, which are the only ones which we have been able to ascertain, even after careful inquiry, Mr. Wheeler has been arrested and placed in prison. This case presents rather curious features. The Yokohama Police have been making constant inquiries from and examinations of Mr. Wheeler for several months, and we are forced to the following conclusions—either they have been persecuting and hampering in his business a perfectly honourable and innocent man, or they have suffered a swindler to batten upon a poor and needy section of the public for a period of many months.

"Whichever view is the true one, this case reflects very seriously upon the efficiency of the force. At present we will not say more. It has taken the Kagacho Police over six months to make up their minds, and it is not fitting that we should give an *ex cathedra* decision upon police methods as the result of anything less than a thorough examination of the fact.

"There is one more point which we desire to mention in the public interest. Many vernacular newspapers published a substantially true story, so far as regards the arrest of Mr. Wheeler, upon the 9th inst. (the day before such arrest took place). Where do native newspapers get this previous information? We make no insinuations. Perhaps Mr. Ikariyama will explain."

COMPANY MEETING.

UNION WATER BOAT COMPANY.

The eighth annual meeting of the shareholders in the above Company was held yesterday at the offices of Messrs. Dodwell & Co. Mr. S. H. Dodwell presided, and there were also present:—Messrs. C. A. Jones, J. W. C. Bonnar, D. Clarke, and P. J. Bisschop (consulting committee), G. R. Edwards, M. S. Northcote, A. Ritchie, T. G. Weall, S. R. Carlill, H. H. Bond, and E. A. G. May (Secretary).

The Secretary having read the notice convening the meeting.

The CHAIRMAN said—Gentlemen,—With your permission I will dispense with the formality of reading the report and accounts. The profits for the year under review amount to \$53,877.48 as against \$41,307.69 for the previous year, which I trust you will consider satisfactory. Our superintendent reports that all the Company's boats have been well kept up, and I am glad to say that all repairs have been paid for out of current revenue. We have been fortunate this year in regard to weather conditions during the typhoon season, and have not had to encroach on either the special repair fund or the insurance fund. We are trying to dispose of some of the oldest boats, but although we have had one or two enquiries, our efforts have not so far been successful. Beyond these few remarks I think the accounts call for no special comment, but before proposing the adoption of the report and accounts I shall be pleased to answer to the best of my ability any questions you may desire to ask.

There being no questions.

The CHAIRMAN proposed the adoption of the report and accounts.

Mr. NORTHCOTE seconded, and the motion was agreed to.
On the motion of Mr. S. R. CARLILL, seconded by Mr. WEALL, Mr. A. O'D. GOURDIN was re-elected auditor.
The CHAIRMAN—That is all the business, gentlemen. Thank you for your attendance. Dividend warrants are ready now.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

ALLIES' NOTE PRESENTED.

LONDON, January 30th.

The Serbian Charge d'Affaires this afternoon handed Rehid Pasha the Allies' Note, declaring that the negotiations were broken off.

NEW DEMANDS BY RUMANIA.

M. Danef, head of the Bulgarian delegation, and M. Mishu, the Rumanian Minister, to-day signed a Protocol which will serve as a basis of further negotiations at Sofia and Bukharest.

The Protocol records new demands by Rumania, namely, the frontier from Turtukan, upon the banks of the Danube, westward of Silistria to Balchik twenty miles northward of Varna.

The Bulgarians are indignant at these fresh demands, while the Rumanians believe that all will be settled amicably.

RUMANIAN AGITATION.

Telegrams from Bukharest indicate that public opinion is forcing the Government to make larger and more determined demands on Bulgaria.

Numerous meetings have been held and revolutionary resolutions were fervidly passed in favour of insistence upon a large cession of territory.

THE PEACE DELIBERATIONS.

The *Fremdenblatt* (Vienna) states that the Triple Alliance and the Triple Entente are completely agreed that in the event of Turkey's non-compliance with the Powers' Note she can in no wise reckon on the support of the Powers. They are also agreed that no isolated action will be taken if the Turkish reply be unfavourable.

GERMANY AND TURKEY.

MINISTER'S REMARKABLE SPEECH.

LONDON, January 30th.

Reuter's correspondent at Constantinople telegraphs that the German Ambassador at a banquet given in celebration of the anniversary of the Kaiser's birthday affirmed that the future of Turkey lay in Asia Minor. The German interests there were very great and were tied up with those of Turkey. In their recent Note the Powers promised after the conclusion of peace to assist Turkey in her future development, and Germany would lend powerful aid in the same cause, but in any case Germany would apply the injunction *Noli me tangere* ("Do not touch me") in the Turkish possessions in Asia Minor.

THE P. & O. AND CUNARD LINE.

LONDON, January 30th.

From now onward the interest of the Cunard Line will be represented in Aden, India, the Straits Settlements, Hongkong, China, Japan, and Australia by the P. and O. establishments.

THE MALAY DREADNOUGHT.

LONDON, January 30th.

In the House of Commons, Mr. Falle, M.P. asked the Government for an assurance that none of the money voted by the Federated Malay States for a Dreadnought should be spent until the House had had an opportunity of accepting or declining the offer of a warship, from those States.

Mr. Churchill replied that the Government had already accepted the offer, the contract had been settled and construction would commence forthwith. He was confident that the House would support the action of the Government.

FRENCH STEAMER SUNK BY A SAILING SHIP.

LONDON, January 30th.

A message from Havre says that the French steamer *Phryne*, from Algeria to Rouen, was run down off Cape La Hague by the German four-masted vessel *Pangani*, bound from Hamburg to Valparaiso. The *Pangani* is one of the largest sailing ships in the world.

Thirty men were drowned, and four were saved.

SUFFRAGETTE GUERRILLA WARFARE.

LONDON, January 30th.

The Suffragettes have again started their outrages on pillar boxes.

TO ENGLAND, BY THE SOUTH AMERICAN ROUTE.

BY THE REV. F. T. JOHNSON.

The following letter from Rev. F. T. Johnson, former Chaplain of St. John's Cathedral, to his friends in Hongkong gives an interesting account of a trip home by the South American route:—

I left Hongkong on May 7th and after spending five weeks or so in Japan sailed from Yokohama in the steamer *Hongkong Maru* on June 22nd. We arrived in Honolulu early on July 5th and left late in the evening of the following day, so we had two full days in which to look about us. You have probably been in Honolulu, so it is not necessary to tell you anything about the place. What impressed me most was the surf riding by the natives at Waikiki Beach. Our first port of call on the American continent was Manzanillo in Mexico, where we arrived on July 18th and stayed thirty hours. The town is only a collection of shacks on a small strip of land between the sea and an evil-smelling lagoon, and its sole interest lies in the fact that it is one of the very few places on the West coast of Mexico where the railway comes down to the sea. Salina Cruz, where we arrived on the 21st and left the next day, a few hundred miles further south, is much more imposing, and here the Mexican Government has evidently spent a considerable amount of money in making wharves and docks. The heat, however, was appalling and quite prevented me from going about much, though some of my fellow passengers went up by rail to Tehuantepec and spent the night there. So far we had not more than a dozen first class passengers, only four being Europeans, but at Salina Cruz we took on some twenty or thirty, as at present the T.K.K. offers the best and quickest west coast route between the States and Mexico in the North and Peru and Chile in the South. Other lines stop at many ports in Central and South America on the way while the T.K.K. goes straight to Callao.

We arrived at Callao on July 31st and remained there until August 6th. For the first two days I went up to Lima and stayed at the Gran Maury Hotel, poor accommodation at £1 per diem, but the best to be had; but later on I returned to the ship, as Callao is only nine miles from Lima and there is an excellent tram service between the two towns. Lima is interesting from an historical point of view, having been founded in 1532 by Pizarro, whose mummy is to be seen in a glass case in the Cathedral. It is said to be the most conservative city in South America at the present day. The streets are narrow and one can still see old houses with beautifully carved wooden balconies, evidently relics of the days when Lima was the seat of a Spanish Viceroy. The presidential election was just coming on when I was there, and one afternoon I was the (unwilling) witness of an encounter between the supporters of one candidate and the police. Revolvers were used freely and over twenty people were injured. What impressed me most was the rapidity with which combatants sought shelter up staircases and down neighbouring streets as soon as the firing began.

During our stay at Callao two of my fellow passengers went up the Oroya Railway, which crosses the Andes at a height of 15,565 feet and claims to be the highest railway in the world, but as I was not very well at the time and rather dread *scurvy* or mountain sickness, I did not go; they told me that as an engineering work the railway was most interesting, but the scenery was nothing very wonderful, mostly bare rock on which very little snow could lie. Our way down the coast after leaving Callao we touched at Pisco in Peru and at Arica, made famous in the war between Peru and Chile just over thirty years ago, and Iquique in Chile. There was very little of interest to see at any of these ports, the country round each of them, like all this west coast south of Guayaquil, is absolutely bare except where some system of irrigation has been adopted.

I wished I had time to go up to the old Inca country round Lake Titicaca, Cuzco and La Paz, but this was impossible.

I would strongly advise anyone who thought of making this American tour to allow at least an extra fortnight for such an excursion. He should not take his ticket further than Callao, as on arrival there he could decide how to go on. A trip up the country from Mollendo into Bolivia and coming down the coast again by the Antofagasta Railway would be well worth doing.

On arrival at Valparaiso on August 10th I said good-bye to the *Hongkong Maru*. She is quite a good vessel; the cabins are excellent and the food fair, but I fancy she is a good deal better than the other two vessels on the American run. Her officers, especially the Captain, Mr. T. Sagara, and the Chief Officer, Mr. T. Satoru, did all in their power to make the passengers comfortable.

It had been my intention to cross the Andes on my way to Buenos Ayres from Valparaiso, but I found that the Trans Andine Railway had been badly damaged by snow and landslides in the early part of the winter, and under the most favourable conditions it would be necessary to travel on mule back for several hours at an altitude of 8,000 feet. If conditions were not more favourable one might easily be delayed in the mountains for several days, with poor accommodation, at exorbitant rates and with little to eat save dog and biscuits. Still, the saving of time is so considerable, less than two days as against twelve, that, in spite of the British Consul General, who told me that even

mails were being sent round, I should have been sorely tempted to try my luck had it not been for a heavy fall of snow which took place a day or two before my arrival in Valparaiso and which did further damage to the railway and cost several lives. This decided me to go round by the Straits of Magellan, and when on August 27th I joined the *Stratford*, belonging to the Pacific Steam Navigation Co., I found that several of my fellow passengers had actually started for Buenos Ayres a fortnight or three weeks earlier, but had been unable to get through and had to return after spending several days at Los Andes.

Valparaiso is quite a big city and is like Hongkong, in that there is little level ground between the hills and the sea. It has quite a number of lifts worked on the same principle as the Peak Tramway, by which access is given to the higher levels. As I had some time to spare I went for a few days to Santiago, where Mr. J. L. Blanch, brother of Mr. N. E. Blanch, of Messrs. T. Cook & Son, showed me much kindness.

This city is situated in a plain between the coast range and a spur of the Andes, and the view of the snow-covered mountains to the East is simply magnificent. These mountains, some of which are as high as 15,000 feet, are visible from all points, but the best view is to be had from a small hill in the middle of the city, Santa Lucia by name.

The country on the way up, save where we were going through the mountains, seemed very fertile, and, thanks to the aroma bush, the same, I think, as the Australian wattle, salmon-coloured poppies and a kind of red lily looked very pretty.

As I said before, the *Oroya* left Valparaiso on August 27th and the next day we stopped for evening purposes at Lota (Coronel), the port of Concepcion. For the next few days we had an uneventful passage, in spite of a fire alarm one evening about 9 p.m., which, though the fire proved not to be serious, showed how easy it would be to start a panic, but on Saturday, 31st, we had a tremendously heavy sea. I do not think I have ever seen bigger waves, and as the weather was misty we thought we should not be able to make the Straits, but would have to lay to until the weather cleared. Luckily an improvement took place just in time and we were able to get in, though, as our skipper preferred to go through the narrowest part in daylight, we had to anchor for the greater part of that night.

Next morning the scenery was magnificent, snow-covered hills and glaciers on all sides, and as we had ice and snow on the decks it is needless to say that it was bitterly cold. Early in the afternoon we reached Punta Arenas, the most southerly town in the world. There are a few whaling settlements further south, and I got ashore for a short while, but was glad to get back to the pleasant warmth of the ship's smoking room.

On Tuesday, September 3rd, we touched at the Falkland Islands for an hour or two, but there was no time to go ashore. Port Stanley, the capital, seemed a fair-sized town and it was a pleasure to know that we were looking at British territory for the first time since leaving Hongkong, but the place is bleak, treeless and windswept; no place for a summer holiday.

On Saturday, September 7th, the *Oroya* arrived at Montevideo, and I went up to Buenos Aires by the night boat, which is not unlike a very large *Kinsale*. I stayed at the Phoenix Hotel, a comfortable hotel at moderate rates, for Buenos Aires, only cost 35/-, while at the Plaza Hotel, which is owned by the Ritz, I should probably have had to pay considerably more; later, however, I was able to get cheaper quarters.

I had heard a lot about B.A., as the City is known to all good Argentines, but after a day or two I felt that the half had not been told me. The town spread out for miles in every direction. Its docks are of vast extent; its parks, especially at Palermo, are well laid out. The Avenida di Mayo must be one of the finest streets in the world and certainly, if, as one is told, money is easily earned it is equally freely spent.

On Friday, September 13th, I started on the last stage of my journey home in the steamer *Arizon* of the Royal Mail Steamship Co., which called at Montevideo, Santos, Rio de Janeiro, Bahia, Pernambuco, St. Vincent, Madeira, Lisbon, Dixceos (Oporto), Vigo, Cherbourg and arrived at Southampton on October 1st. At most of these places it was impossible to go ashore, but I managed to do so at Santos, the great coffee port of Brazil, Rio, Madeira and Lisbon. The proper thing to do at Rio is to go up the Corcovado Sugar Loaf Mountain, but for this there was no time, and I had to content myself with a motor drive along the superlatively fine Avenida di Mar. As for its harbour, its beauties cannot be easily exaggerated, and even Sydney (tell it not in Australia!) must, in my opinion, yield pride of place to Rio in this respect, as the towering hills over which it is not given by the well-wooded slopes of the harbour at Sydney.

Madiera and Lisbon are too near home to need description, but for exciting experiences commend me to the chief amusement, where visitors are expected to go up the hill by railway and come down by road in a wicker basket hung on well-greased runners with two men holding on by ropes behind. People living in Hongkong might easily try this form of tobogganing on the Peak Road, where the corners are not more sharp nor is the road more steep than at Madiera.

On the whole, despite the fact that I did not get across the Andes, I consider that my trip home via South America was a decided success, but were I to take the trip again I should prefer to arrive in South America either in November or May, and not, as I did, in the middle of winter. It should be remembered that even in the summer the west coast is never very hot—thanks to the Humboldt current which comes up from South Polar regions.

The scenery is good, but not until one has reached Valparaiso, though occasional glimpses of the Andes may be seen from the sea. Aconag, a 23,364 feet mountain in all the Americas, 23,364 feet, is visible on a clear day from Valparaiso.

Both the P.S.N. Co. and the R.M.S.P. Co. have excellent steamers, well found in every respect, and their tickets are interchangeable. The hotel accommodation is fair, of course, on the Spanish lines, but off the beaten track I am told it is exceedingly primitive.

Most of the big towns have English Clubs, and if travellers do not know any one in the place the British Consul will always put their name up for temporary membership. I found people most kind in the respect.

With regard to money, it is easy to reckon the cost of tickets before starting, and an ample margin should be brought for contingencies which are certain to occur, and everything is expensive. The English sovereign is legal tender in some countries, and needless to say is gladly taken anywhere. With regard to books, it is difficult to give any advice, as I have only read those which happened to come my way, but I believe that the "Ten Books" by Robert Porter, and the books of the Nations Series give reliable information. The two on Peru and Chile by Reginald Enoch, are the only two that I have seen. I have also read "The New Brazil" and "The Old and New Peru," by Marie Robinson Wright, "Argentina," by W. W. H. Koebel, "Trade and Travel in South America," by Frederiek Alcock, "Along the Andes and down the Amazon," by H. J. Mozans, and "A Woman's Winter in South America," by Charlotte Cameron.

Spanish is the language spoken in all the States, save Brazil, where Portuguese is spoken, and my experience is that even a little study of a Spanish phrase book and a bowing acquaintance with a limited number of Spanish words will prove most useful, though English will serve in most places, especially in Chile and Argentina.

THE EYRE DIOCESAN REFUGE.

ANNUAL MEETING.

The annual meeting of supporters of the Eyre Diocesan Refuge was held at the institution yesterday, a large number of ladies interested in the work being present. The Bishop of Victoria (Dr. Lander) presided, and H.E. the Governor and Lady May were among those present.

The annual report and balance-sheet, presented by Miss Pitt, showed that the receipts for the year had amounted to \$10,610.20, about one-half being derived from laundry work. A balance of \$185 remained in hand at the end of the year. The report stated that there had been occasions when the conduct of the girls had given great trouble and caused much anxiety, but on the whole it had been good. Eleven of the girls were married, the refuge having well maintained its reputation for providing industrious, well-conducted wives. The health of the inmates had given great anxiety, the number of cases of malaria having been appalling. Dr. Sibree had reported that almost every inmate had suffered from it. There were 37 cases in October, 45 in November, and 23 in December. They were glad to hear that the Government was now considering the removal of the inmates of fever, and trusted that action would soon be taken. The report ended with a warm and grateful eulogy of the work accomplished by the founder of the institution, Miss Eyre, and said that her death in September was an unspeakable loss.

Dr. ALICE SIMONE (the Hon. Medical Officer of the institution), emphasised the necessity of having an isolation room, as when a suspicious case came in they did not know where to put it. She also appealed to the Government to assist in the matter of the prevention of malaria. The Bishop said he always thought that the institution the most interesting of the Diocesan institutions, and the workers in this building believed that there was a great opportunity for those girls, who came from the lowest of Chinese society. The work that was being done among the girls reached far and wide, and many who came there were wonderfully influenced. Many had got married, and the institution received applications for more wives than it was able to supply. One man wrote rather quaintly from the institution and said he was so successful that he would be obliged if they would place him in another. (Laughter.) It was a little alarming—but he added that he did not want the wife himself, but for a friend.

H.E. SIR HENRY MAY, in formally moving the adoption of the report, said that he was in the Colony when the institution was first opened, and he would like to remind them that it was given by a former resident and great benefactor in the Colony, the late Mr. R. R. Bellios. The Government gave the land—the more valuable portion generally fell to the lot of the Government. Mr. Bellios gave the building, and he designed it for a Reformatory for Chinese boys, desiring that they should have an industrial education there. His Excellency then referred to the uses to which the building has been put since its erection, and said that it was at the suggestion of Lady Lugard that it was eventually handed over to the institution which now occupied it. He assured his hearers that the Government would do all it could for them. They thought that they had destroyed the thought that they had there must be something still so ripe there must be something more to be done. His Excellency next referred to the Chairman's remarks in regard to the satisfaction the girls who had been married had given, and said his experience was not so fortunate. One of his men complained to him some years ago that the wife he had procured him had a very bad temper, and asked him what could be done. The man eventually told him that whenever a thought was to take a step which he thought was necessary and he was not sure that it would receive sanction from the authorities, the best thing he could do was to take action and ask for sanction afterwards. (Laughter.)

Dr. SIMONE seconded the adoption of the report, which was agreed to. The following were elected to compose the Committee for 1913:—Messdames Albion, Bell, Bowley, Barnett, Churchill, Hallifax, Harston, Irwin, Kemp, Lander, Pattenden, Pollock, and Schultze. Thanks to H.E. Sir Henry and Lady May for their attendance terminated the business.

SUICIDE OF MR. E. J. CALDBECK.

The mystery of the disappearance of Mr. Eaton John Caldbeck, a City wine merchant, whose body was washed up on the marshes at Lydd during the gale of 27th December, was solved at the inquest, when a verdict of suicide while of unsound mind was returned. The jury added that there was not sufficient evidence to show how he got into the sea, and expressed their sympathy with the relatives. Mr. Caldbeck, who was in affluent circumstances, was a member of the firm of Messrs. Caldbeck, Macgregor & Co., wine merchants, of Rangoon-street, London, E.C.

Mr. Sackville Waring Caldbeck, of St. George's-court, South Kensington, a wine merchant, said that his brother had been in China and Singapore on and off for 40 years. While in Hongkong he was attacked by a bulldog, and had suffered ever since, and was never free from pain. His general health was not good. He suffered from gout in his eyes, which was aggravated by his use of a motor boat and the effect of the salt water when travelling fast, as he liked to do. He underwent an operation to his eyes two years ago, and suffered agonising pain. It was feared that he would lose his sight, as it had gone rather worse of late. He saw his brother at the beginning of December, when he was very depressed. He complained of pains in the head and dizziness, and one of the clerks had been in the habit of walking with him from his City office to Mark-lane Station for fear he should become dizzy and fall on the way. After his brother disappeared the following letter to the witness was found in a drawer at the office:—

I, Rangoon-street.
The mental strain I have gone through for some time past has quite unnerved me. I fear I am going mad. I am fighting hard against it, God knows. If I don't succeed, forgive me for my rash action.
P.S.—If I disappear my grave will be the sea, and all funeral rites and expenses will be saved.—JACK.

Mr. Caldbeck added that his brother had an hallucination latterly that he was rather badly off, which was not the case. He had considerable means, and had no financial difficulties whatever in his business. Sixteen years ago he had sunk into Japan.

The evidence of Dr. Oliver went to show that the body had been in the water from eight to ten days. The neck was fractured, but he (Dr. Oliver) could not say if this was caused after death. It might have been caused by the propeller or some other part of a boat when attempting to leave it.

On the clothing was found a portion of a single ticket from London for Dieppe, via Newhaven. It bore no date.

DEATH OF A NEPHEW OF SIR PAUL CHATER.

We take the following from the *Rangoon Gazette* of the 11th inst.:

News reached Rangoon yesterday from Calcutta of the death from pneumonia at the age of 60, of Mr. John Chater Jordan, barrister-at-law, who was on a brief holiday in that city. Mr. Jordan, who was the nephew of Sir Paul Chater, the well-known Hongkong resident, was in the eighties superintendent to the office of the district magistrate, Rangoon. He of the district magistrate, Rangoon. He conducted all his business with a high standard of respectability. He leaves a wife and large family to mourn his loss.

Mr. A. Agabeg, in referring to the death of Mr. Jordan before the Chief Judge, said that the fact he had heard the news with deep regret. He was sure that his Honour would hear the news with equal regret. Mr. Jordan was a respected member of the Bar. He was popular and was a gentleman. He was a very large-hearted man and was very much liked and respected.

The Chief Judge said he had heard with much regret of the news from Mr. Agabeg of the death of Mr. Jordan, who was one of his Honour's oldest friends. His Honour quite agreed with all that had been said by Counsel.

MARCONI PATENT VICTORY IN FRANCE.

Judgment has just been delivered in the High Courts of Justice of France in the action for infringement brought by Marconi's Wireless Telegraph Company against La Societe Francaise Radio-electrique, La Compagnie Generale Radiotelegraphique, and La Societe de Transports Maritimes a Vapeur. The case was heard by three judges:—The President of the Court, Judge Bonjean, and the Judges Druis and Clement. The judgment was unanimous and 12 minutes. It covers 137 typewritten pages, and constitutes a record for length in the French Courts. In the result the Court declares the validity of the claims of the Marconi patent. All the defendants are declared to be infringers, and an investigation of their accounts has been ordered, to arrive at the amount to be paid as damages to the Marconi Company. The Court further orders the confiscation of all infringing apparatus supplied by the defendant Companies, and a perpetual injunction; the defendants to pay the costs.

This judgment is of the highest importance, and will have far-reaching effects, for the defendant companies have supplied all the wireless installations to all the departments of the French Government, including the Post Office, the Colonies, the Marine, and the Army, which embraces the station of the Eiffel Tower.

THE MUNICIPAL ELECTION AT SHANGHAI.

RESULT OF THE POLLING.

Polling took place on Friday for the election of Municipal Councillors. The result was declared about eight o'clock as follows:—

E. C. Pearce	576
E. I. Ezra	531
H. Figge	516
H. C. Gulland	514
W. L. Merriman	508
A. Hide	477
E. E. Clark	439
A. S. P. White-Cooper	351
A. R. Owen	343

There were fourteen candidates, the five unsuccessful ones being Messrs. W. H. Barham, H. Hanbury, H. F. Lawson, H. E. Ramsay and G. A. Richardson. The number of votes cast for these gentlemen was not announced by the scrutineers. Seven of the elected candidates were members of the old Council. The new members are Mr. Merriman and Mr. A. S. P. White-Cooper, who fill vacancies created by the retirement of Mr. H. de Gray and Mr. W. R. Burkitt.

CHINA'S COMMEMORATION STAMPS.

As there appears to be some doubt in the public mind in regard to the new commemoration stamps, Reuter's Agency is requested to state that the appended list gives the exact details of the issue.

It may be added that there will be no further issue. They are the first government stamps ever printed in China and they are of exceedingly high quality. The stamps were printed at the Chinese Government Engraving Bureau.

Denomination.	Revolution.	Republic.	Value
1 cent.	300,000	300,000	6,000
2 "	300,000	300,000	12,000
3 "	2,000,000	2,000,000	120,000
4 "	300,000	300,000	30,000
5 "	250,000	250,000	40,000
10 "	300,000	300,000	60,000
15 "	100,000	100,000	32,000
20 "	150,000	150,000	60,000
50 "	50,000	50,000	50,000
1 dollar.	50,000	50,000	100,000
2 "	50,000	50,000	200,000
5 "	50,000	50,000	500,000
	3,900,000	3,900,000	\$1,210,000

THE P. & O. VARRUNG.

The P. & O. *Varrung*, which was so badly buffeted off Ushant last month, originally belonged to the Blue Anchor Line of Messrs. W. Lund & Sons, which was later acquired by the P. & O. Company. The *Varrung* also belonged to the fleet, and we note in the latest papers to hand that Mr. J. P. Farrell, M.P., had given notice of his intention to ask the President of the Board of Trade the following question:—Whether he is aware that, on his last voyage from Australia the *Varrung* (sic), which so narrowly escaped destruction last week, during one of the storms in the Indian Ocean, fell over to an angle of 54 degrees, and was for a time in such danger that the officers were on the point of ordering the boats to be lowered, to save the passengers and crew; whether she is sister ship to the *Varadach*, which is believed to be capsized off the African coast owing to top-heaviness and bad building; and, in the circumstances, whether his Department proposes to allow such a vessel to be continued on the list of passenger boats on so long a voyage?

SKYSCRAPER'S RECORD.

1,100,000 SQUARE FEET OF FLOOR AREA.

A gigantic skyscraper, to be completed in New York by January, 1915, will out-rival, as regards size, all other office buildings in the world. The New Equitable building—which is to occupy the site of the old building, which was burnt down last January—will not be as tall as the Woolworth Building, or Metropolitan towers, but its office floor area of 1,100,000 square feet, will be greater than that of any two skyscrapers put together. According to plans filed with the Building Department, the new Equitable building will have thirty-seven stories in the shape of a huge H, and will be about 500ft. high. The cost of the ground is said to be \$2,700,000, and of the building \$2,800,000.

There will be forty-four passenger and two freight lifts.

A FEAT OF ABSTRACTION.

HOW MR. PIERPONT MORGAN'S HEART WAS TOUCHED.

The late Mr. Whitelaw Reid's newspapers were responsible for a good Christmas morning story, which is printed on the front page under a double column headline. Mr. J. Pierpont Morgan visited his dentist and the latter, who is as valuable as the former, is reticent, opened the conversation in his usual tactful fashion.

"One of the worst cases of destitution I know," he said, "is that of my wife's washer-woman."

"How is that?" asked the famous banker.

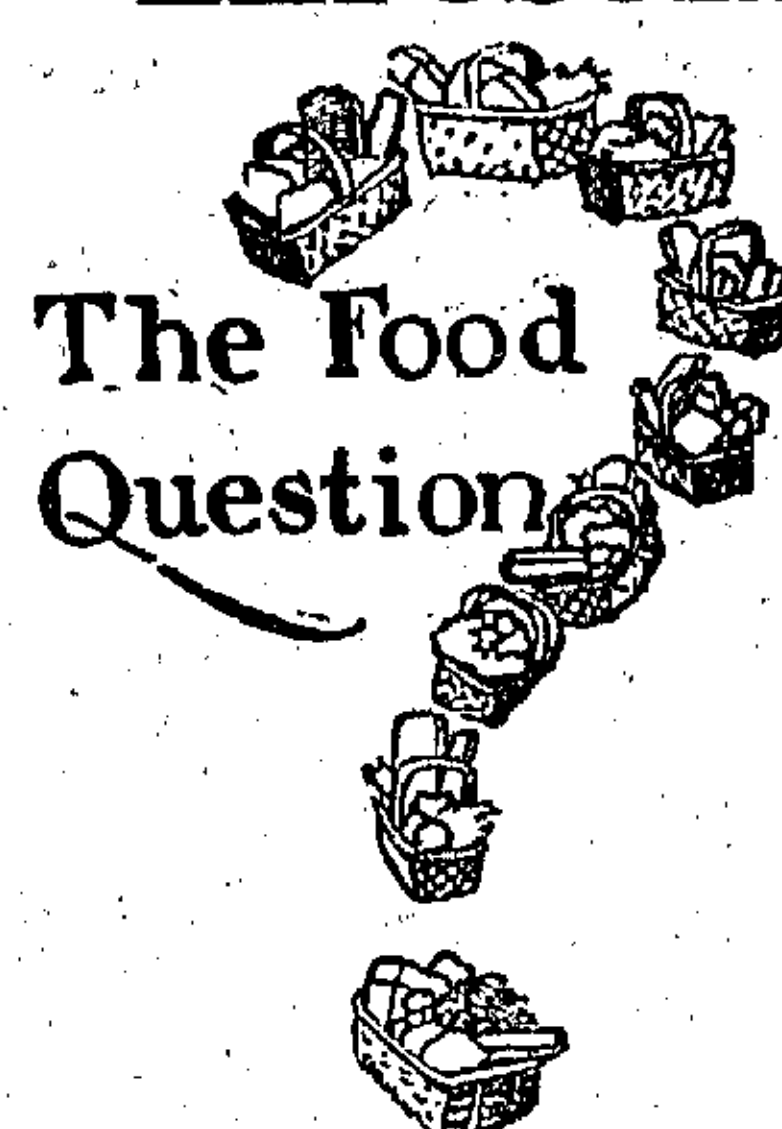
"Her husband died and left her with 13 children, only five of them big enough to work," the dentist replied.

The dentist appears to have proceeded to pile on the agony in a double sense, for next day he received the following letter:

Dear Doctor.—You hurt me like the devil yesterday, but your vivid story about the widow and her 13 children was equally effective. Enclosed find my cheque for \$10,000 which please turn over to the washerwoman, and tell her from me she was fool to ever have thirteen babies.

INTIMATIONS.

OVERWORK, FATIGUE, EXPOSURE.



All disappear or are alleviated by the gentle stimulus of a glass of PEMRTIN'S CLUB SHERRY. The delicious aroma, together with its inviting comfort, drives away weariness and cheers on to further efforts.

SOLE AGENTS:

H. RUTTONJEE & SON,

Wine and Spirit Merchants.

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Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS,

CHATEAU ROAD.

CHRONOMETER-MAKERS,

WATCHMAKERS.

JEWELLERS AND OPTICIANS

FINE DIAMOND JEWELLERY

A SPECIALITY.

ENGLISH, AMERICAN AND SWISS

GOLD AND SILVER WATCHES.

GOLD AND SILVER BRACELET

WATCHES.

ENGLISH MOUNTED CHINESE JADE

JEWELLERY

MAPPIN & WEBB'S

SILVERWARE,

CUTLERY and

PRINCES PLATE.

41

OUR STUDY OF THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses. Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN. WE WILL TELL YOU.

CLARK & Co. OPTICIAN. 100, BLOOMSBURY ROAD, LONDON, W.C.1.

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NOTICES.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter T.M. Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12.

Telegraphic Address: PRESS.

Cables: A.B.C. 3th Ed., Lieber's.

NEW ADVERTISEMENTS



NAVY CONTRACTS, 1913-14.

SEALED TENDERS, in Duplicate, for the Supply of the Undermentioned Stores for H.M. Naval Service at Hongkong during the period 1st April, 1913, to 31st March, 1914, will be received by the COMMODORE, H.M. NAVAL YARD, until Noon on MONDAY, the 24th February, 1913.

FRESH BEEF and VEGETABLES, FROZEN MEAT, SOFT BREAD, RICE, SUGAR.

Forms of Tender and any necessary information may be obtained on application to the VICE-CHIEF STORE OFFICER, H.M. NAVAL DEPOT, Kowloon.

The right to reject the lowest or any Tender is reserved.

H.M. NAVAL DEPOT, Kowloon.

23rd January, 1913. [252]

TO LET.

N. O. 24, WINDHAM STREET. From 1st April. 4-Roomed House, 3 minutes from Clock Tower.

Apply to—

E. A. CARVALHO and J. V. BRAGA, 14, Arbutnot Road.

Hongkong, 31st January, 1913. [253]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "SHINYO MARU."

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND SHANGHAI.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY, the 1st Feb., at 5 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on FRIDAY, the 7th Feb., afternoon, will be subject to rent and landing charges.

All chaffed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on 8th Feb.

All Claims must be filed on or before 14th Feb., otherwise they will not be recognised.

S. MORIMOTO, Agent.

Hongkong, 31st January, 1913. [254]

WANTED IMMEDIATELY.

TYPIST (Underwood or Remington).

Apply—

STENOGRAPHER, Care of "Daily Press" Office.

Hongkong, 30th January, 1913. [248]

WANTED.

ONE LARGE or TWO SMALL FURNISHED ROOMS on the Peak or Higher Levels.

Apply—

"SCENIC," Care of "Daily Press" Office.

Hongkong, 11th December, 1912.

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL SHOW.

THE FLOWER and VEGETABLE SHOW will be held on the 7th and 8th March, in the BOTANIC GARDENS.

Intending Exhibitors should send their Entry-Forms to the Hon. Secretary not later than the 28th February.

Copies of Rules and Schedules may be obtained from the Hon. Secretary.

L. GIBBS, 6, Beaconsfield Arcade.

Hongkong, 27th January, 1913. [240]

NOTICE.

It has been decided to form a St. Patrick's Society in Hongkong and with a view thereto all Irishmen in the Colony are requested to at once furnish their names and addresses to A. H. G. JACKSON, of Messrs. JOHNSON, STOKES & MARSH, or to D. E. DONNELLY, of Messrs. GARNER, QUINN & CO. If sufficient responses are forthcoming hereto a Meeting will be held on a date to be arranged of which due notice will be given.

Hongkong, 25th January, 1913. [231]

NOTICE.

OUR PATRONS and the GENERAL PUBLIC ARE HEREBY NOTIFIED that from this Day forth no receipt will be valid except if it is stamped with our Chop and Signed by 陳勵子 (CHAN LAI U).

HONG CHEONG & Co., Tailors and Outfitters.

40, Queen's Road Central.

Hongkong, 4th January, 1913. [159]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River.

Small quantities handled and specially low rates quoted for large quantities.

PUBLIC COMPANIES

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of this Company will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 8th FEBRUARY, 1913, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1912.

THE TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th February (both days inclusive), during which period no Transfer of Shares can be effected.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 24th January, 1913. [229]

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FOURTH ORDINARY MEETING of SHAREHOLDERS of this Company will be held at the Company's Office, Victoria Buildings, on MONDAY, the 10th FEBRUARY, 1913, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1912.

THE REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, 1st February, to MONDAY, 10th February, 1913 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,

MOWBRAY S. NORTHCOTE, Acting Secretary to the Hongkong Land Investment & Agency Co., Ltd., Agents for the Kowloon Land & Building Co., Ltd.

Hongkong, 25th January, 1913. [230]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY MEETING of SHAREHOLDERS of the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 11th FEBRUARY, 1913, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th January to the 11th February, 1913, both days inclusive.

By Order of the Board of Directors,

W. E. CLARKE, Secretary.

Hongkong, 14th January, 1913. [186]

GREEN ISLAND CEMENT CO., LTD.

LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHARLES HOPKINS of Canton a DUPLICATE CERTIFICATE of 100 Shares in this Company, or other Certificate or Certificates in lieu thereof, upon Statement that the Original Certificate No. 10814-100 Shares Numbered 233277/233376 and dated 20th March, 1912, has been LOST or DESTROYED; AND NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no Claim or Representation in respect of such Original Certificate is made to the General Managers they will then proceed to deal with such application for a Duplicate.

SHEWAN TOMES & Co., General Managers.

Hongkong, 21st January, 1913. [216]

STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE.

THE COMMITTEE has decided that the following shall be the Settling Days for 1913—

THURSDAY, 30th January.

THURSDAY, 27th February.

FRIDAY, 28th March.

TUESDAY, 29th April.

THURSDAY, 29th May.

FRIDAY, 27th June.

WEDNESDAY, 30th July.

FRIDAY, 29th August.

MONDAY, 29th September.

THURSDAY, 30th October.

FRIDAY, 28th November.

MONDAY, 29th December.

Hongkong, 27th January, 1913. [235]

FISH! FISH!

WE have Just Received

DIRECT FROM ENGLAND,

A New Shipment of Specially Selected Smoked

FILLETS,

KIPPERS,

HADDUCKS.

THE DAIRY FARM CO., LTD.

38

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building).

POSTAGE STAMPS, PICTORIAL

POST CARDS, CIGARS, BOOKS,

TOYS, &c.

Just Received

FRESH SUPPLY OF

VEGETABLE SEEDS.

134

INTIMATIONS

LANE, CRAWFORD & Co.

AGENTS FOR CHUBB'S FIRE AND BURGLAR PROOF SAFES

CHUBB'S STANDARD AND BOOK QUALITY SAFES FITTED WITH OR WITHOUT COMBINATION LOCKS.

CHUBB'S LOCKS OF EVERY DESCRIPTION.

BRASS DETECTOR

3 LEVER GALVANIZED

DEED AND CASH BOXES,

ETC., ETC.

REPAIRS OF EVERY DESCRIPTION UNDERTAKEN.

ESTIMATES FREE.

46

INTIMATIONS

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Offices of Messrs. SHEWAN TOMES & Co., at St. George's Building, Chater Road, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 12th day of February, 1913, at 12 o'clock Noon, when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 25th day of January, 1913, will be submitted for confirmation as Special Resolutions:—

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York

LONDON OFFICE: 35, Bishopsgate, E.C.

BRANCHES—

Bombay Calcutta Canton Cebu Colon Hongkong Hankow Kobe Manila Mexico Panama Peking San Francisco Shanghai Yokohama

CAPITAL AND SURPLUS ... \$7,050,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED.

MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 2nd November 1912. [220]

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000

Capital Subscribed (paid up) ... Yen 6,250,000

Reserve Fund ... Yen 2,625,000

HEAD OFFICE: TAIPEI, FORMOSA

BRANCHES AND AGENTS:

Amoy Swatow Tientsin

Anping Kobe Yokohama

Canton Nagasaki Tokyo

Foochow Osaka

Kobe

HONGKONG OFFICE:

3, DES VOUX ROAD.

Interest allowed on Current Accounts

Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1911. [1279]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABE, Chief Manager

Hongkong, 24th December, 1912. [45]

BUDGET of GOOD THINGS

JUST ARRIVED

for Children and Grown-Ups.

Selling Off at Bed-rock Prices.

Call Early before the Season is over.

HOOSAIN-ALI & Co.

No. 14, Queen's Road Central.

Hongkong, 24th December, 1912. [45]

BANKS

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... \$1,500,000

SUBSCRIBED ... 1,250,000

PAID UP ... 1,250,000

RESERVE FUND ... 350,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES:

Bombay Calcutta Canton Cebu Colon Hongkong Hankow Kobe Manila Mexico Panama Peking San Francisco Shanghai Yokohama

AGENTS IN JAPAN:

Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:

BANK OF ENGLAND.

LONDON JOINT STOCK BANK, Ltd.

Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents.

Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager.

Hongkong, 1st September, 1912. 909

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID UP CAPITAL ... \$1,200,000

RESERVE FUND ... \$1,200,000

RESERVE LIABILITY OF PROPRIETORS ... \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Hongkong, 12th April, 1912. [133]

NEDERLANDSCH-INDISCHE HANDELSBANK.

NETHERLANDS INDIA COMMERCIAL BANK.

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (\$1,250,000)

Paid up Capital Fl. 14,905,350 (\$1,242,112)

Reserve Fund Fl. 5,022,161.27 (\$418,513)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS

THE WILLIAMS & DOUGLASS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily Balances and accepts Fixed Deposits at the following rates:—

12 months 4 1/2 per annum.

6 do. 3 1/2 do.

3 do. 3 do.

E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Vaux Road Central.

Hongkong, 7th August, 1912. [21]

THE YOKOHAMA SPECIE BANK, LIMITED.

AUTHORIZED CAPITAL ... Yen 4,000,000

PAID-UP CAPITAL ... Yen 3,000,000

RESERVE FUND ... Yen 1,000,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at:

Amoy Canton Cebu Colon Hongkong Hankow Kobe

London Lyons Shanghai

Manila Nagasaki Peking

San Francisco Singapore Tientsin

Yokohama

INTEREST ALLOWED ON CURRENT ACCOUNTS

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 11th January, 1913. [445]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$5,000,000

RESERVE FUNDS:—

STRESS ... \$1,500,000 at 2 1/2%=\$15,000,000

SILVER ... \$17,000,000

RESERVE LIABILITY OF PROPRIETORS \$5,000,000

COURT OF DIRECTORS

E. SHILLIM, Esq.—Chairman.

F. H. ARMSTRONG, Esq., Deputy Chairman.

S. H. DODWELL, Esq.

G. FRIELAND, Esq.

C. S. GUBBY, Esq.

G. R. LAMONT, Esq.

F. LIEB, Esq.

W. L. PATTERSON, Esq.

J. A. PLUMMER, Esq.

HON. MR. C. H. ROSS.

H. A. SIEK, Esq.

CHIEF MANAGER:

Hongkong—N. J. STABE.

ACTING MANAGER:

Shanghai—A. G. STEPHENS.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 1/2 per cent. per annum.

N. J. STABE, Chief Manager.

Hongkong, 28th November, 1912. [18]

ENTERTAINMENTS

VICTORIA THEATRE. HUGHES MUSICAL COMEDY Co.

TO-NIGHT! TO-NIGHT!

31st JANUARY.

By General and Unanimous Request—

HONGKONG'S FAVOURITE,

"THE GRAFTERS."

SATURDAY, 1st FEBRUARY.

MATINEE 3.30 P.M. EVENING 9 P.M.

"SPEDLEBOUNDER'S DREAM."

The biggest novelty ever presented in Hongkong.

A Change of Scenery in 25 seconds.

SUNDAY, 2nd FEBRUARY.

MATINEE 6 P.M. EVENING 9 P.M.

LOSS OF APPETITE MEANS LOSS OF STRENGTH.

[110-508

INTERESTING ADDRESS BY BISHOP POZZONI.

5

251

Sold by all Chemists.

Peking Soochow Canton
 Tientsin Chinkiang Whampoa
 Peitshai Nanking Lowell
 Chiwangtao Wuhu Lappa
 Taku Kowling Samshui
 Antung Hankow Kongmoon
 Manchurian Yochow Nanning
 Trade Centres Shasi Wuohowu
 Newchwang Iohang Kwangshauw
 Dairen Chungking Pakhoi
 Port Arthur Hangchow Hoihow
 Ningpo Lungchow
 Welauiwei Waihow Mangtse
 Kioochau Santa Hokow
 Tsinanfu Foochow Swatow
 Mukden Amoy
 Shanghai Swatow

JAPAN AND FORMOSA
 Tokyo Osaka Keelung
 Yokohama Moji Tientsin
 Hyogo Nagasaki Takow
 Kobe Hakodate Anping
 Shimonosaki Tamsui

EASTERN SIBERIA
 Vladivostok Nioojewsk
 OCHOSEN
 Seoul Wusan Mokpo
 Chaulupdo Fusan Chinnampo
 Kunsan Pingyang Songbin

HONGKONG AND ITS DEPENDENCIES
 MACAO.

FRENCH INDO-CHINA:
 Hanoi Annam Tourane
 Halphong Hué Saigon
 Tonkin Provinces Quihon Camboage

PHILIPPINES
 Manila Iloilo Cebu
 BORNEO
 Sarawak Labuan British N. Borneo

BANAROCK
 STRAITS SETTLEMENTS
 Singapore, Penang, Malacca, Prov. Welles

MALAY STATES
 Johore Sungai Ujong Selangor
 Pahang Jelebu Perak

NETHERLANDS INDIA
 Batavia Samarang Padang
 Buitenzorg Sourabaya Macassar

East Coast of Sumatra
 NAVAL SQUADRONS
 British German Austrian
 French Japanese United States
 Siamese Italian

OFFICERS OF COAST AND RIVER STEAMERS.
 The Book is printed from New Type specially
 served for the purpose, and uniformity in every
 management greatly facilitates reference.
 Besides the usual Alphabetical List of Firms
 the Directory gives the CLASSIFIED LISTS of
 TRADERS and PROFESSIONS at the largest
 Commercial Centres.

The
 ALPHABETICAL LIST of RESIDENT
 contains the names of over
 25,000 FOREIGNERS,
 carefully arranged with the initials as well as
 Surnames in strictly Alphabetical Order
 so that any name can be found instantly.

THE MAPS AND PLANS
 have been engraved by one of the most eminent
 artists in Great Britain and are corrected and
 brought up to date. They consist of the following:

COLOURED PLATE OF FLAG OF FOREIGN HONG
 MAP OF THE FAR EAST
 PLAN OF YOKOHAMA
 PLAN OF KOBE AND HYOGO
 PLAN OF FOREIGN SETTLEMENTS, TIENTSIN
 PLAN OF TIENTSIN (KIAOCHOW)
 PLAN OF FOREIGN COASTPORT, SHANGHAI
 PLAN OF SHANGHAI (KIAOCHOW) with Insert
 Showing the EXTENDED SETTLEMENT
 LARGE PLAN OF THE CITY OF VICTORIA
 PLAN OF NEW TERRITORY (KOWLOON)
 PLAN OF KOWLOON
 PLAN OF SAIGON
 PLAN OF SINGAPORE
 PLAN OF BALIWIS

The CHRONICLE covers the notable events
 of the last half century in the Far East together
 with the Texts of all the most important Treaties
 concluded with the countries of Eastern Asia,
 the various Customs Tariffs, Trade Regulations,
 Chambers of Commerce, Societies of Commissioners,
 Consular and Court Fees, Hongkong Stamp
 Duties, Post Office, Siam, Siam, Siam, Siam,
 Festivals, Tables of Money, Weights and
 Measures and other Commercial Information
 including.

The CHRONICLE and DIRECTORY although
 condensed in every possible manner, contain
 everything very more pages.
 It was years ago universally pronounced to
 be the cheapest work of the kind anywhere
 published, and although very much enlarged
 and improved in every way, the price in silver
 is now below the equivalent of 21s. 6d. at which
 it was originally published.

NOW ON SALE.

MAIL TABLES
 FOR 1913.

Shows the dates of departure of the Mails of
 Europe and America, and the dates of their
 expected arrival at their destinations, as well as
 the dates of return Mails.

Mounted on Card 30 Cents.
 On Paper 25

On Sale at the Hongkong Daily Press
 Office,
 Hongkong, 10th January, 1913.

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, VANCOUVER, B.C.
SEATTLE & TACOMA.
 VIA
SHANGHAI AND JAPANESE PORTS.
 CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
 COMMON POINTS.

STEAMER ... Early March.
 To be followed by other Steamers of the Company at regular intervals.
 Calling at AMOY and KEELUNG if sufficient inducement offers.
 The BANK LINE Steamers are of the Newest Design, have most Commodious
 Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
 Special Parcel Express to America and Canadian Ports.
 For Rates of Freight and Passage, apply to—
THE BANK LINE, LIMITED.
 TELEPHONE No. 780, KING'S BUILDING, PRINCE CENTRAL.

NEW YORK LINE.

REGULAR SERVICE FROM
 JAPAN, CHINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.
 Operated by Steamers of the
 AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.
 STEAMER EARLY.

For Rates of Freight, and Further Particulars, apply to—
THE BANK LINE, LIMITED.
 MANAGING AGENTS.

AFRICAN LINES.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA,
 DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
 TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
 Quickest Freight Transport from the ORIENT to SOUTH AFRICA.
 PROPOSED SAILINGS.

S.S. "DUNERIO" ... 3,000 tons ... End of February.
 And regularly thereafter.
 For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED.
 MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
 DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
 CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
 AFRICAN LINE.

PROPOSED SAILINGS.
 FROM HONGKONG: ... Connecting with S.S. "SALAMIS" 10th Feb.
 For Rates and Further Information, apply to—
THE BANK LINE, LIMITED.
 MANAGING AGENTS. (138-39-40)

**"THE BIG 4" of the
PACIFIC MAIL S.S. CO.**

	COMFORT.	From HONGKONG calling at
MONGOLIA 27,000 tons, twin screws.		SHANGHAI, NAGASAKI.
MANCHURIA 27,000 tons, twin screws.		Kobe (via Inland Sea).
KOREA 18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws.		LULU (the Paradise of the
NILE ... 11,000 tons.		Pacific) through Service via
Also CHINA ... 10,200 tons.	SPEED.	NEW YORK to Europe.
PERSIA ... 9,000 tons.		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games,
 Amusements, Wireless, Submarine Signal Service, and
 Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities
 than by any other route. For a return ticket to London
 the cost is but \$120, including berth and meals across America. To San Francisco
 via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE
 First Class accommodations are provided for \$54 to London (return ticket \$90.10s.)
 and to San Francisco \$36. SPECIAL RATES to Officers, Army, Navy, Consular
 or Civil Service, on application.

STEAMERS.	Tons	Starting
KOREA	18,000	TUESDAY, 4th Feb., at 1 P.M.
SIBERIA	18,000	TUESDAY, 18th Feb., at 1 P.M.
CHINA	10,200	TUESDAY, 25th Feb., at 5 P.M.
MANCHURIA	27,000	TUESDAY, 4th Mar., at 1 P.M.
NILE	11,000	TUESDAY, 18th Mar., at 5 P.M.
MONGOLIA	27,000	TUESDAY, 25th Mar., at 1 P.M.
PERSIA	9,000	TUESDAY, 15th April, at 1 P.M.
KOREA	18,000	TUESDAY, 22nd April, at 1 P.M.

• INTERMEDIATE STEAMERS.
 Passengers holding through Tickets have the privilege of travelling by Train between
 Kobe and Yokohama, Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	From MANILA.	Due Hongkong.
Leave Hongkong.	Arrive Manila.	Leave Manila.
25th Feb. ... CHINA ... 27th Feb.	21st Feb. ... MANCHURIA ... 23rd Feb.	21st Feb. ...
12th Mar. ... NILE ... 20th Mar.	8th Mar. ... NILE ... 10th Mar.	10th Mar. ...
15th Apr. ... PERSIA ... 17th Apr.	16th Mar. ... MONGOLIA ... 18th Mar.	18th Mar. ...
15th May ... CHINA ... 15th May.	5th Apr. ... PERSIA ... 7th Apr.	7th Apr. ...
3rd June ... NILE ... 5th June.	15th Apr. ... KOREA ... 15th Apr.	15th Apr. ...

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).
FRED J. HALTON, AGENT.
 Telephone No. 141.

• Panama-Pacific International Exposition—San Francisco—1915

**HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
 CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.	
HONGKONG TO CANTON.	CANTON TO HONGKONG.
FRIDAY, 31st JANUARY, 1913.	
8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.	
S.S. "SUI TAI," Tons 1651.	S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.	MACAO TO HONGKONG.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.	
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.	
MACAO TO HONGKONG.	
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.	

EXCURSION TO MACAO.

SUNDAY, 2nd FEBRUARY, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET, WHARF at 9 a.m. and return
 from Macao at 5 p.m.
 N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,
 and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
 This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.
 Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
 CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
 INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.
 One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
 Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
 Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
 Company's direct steamers "LINTAN" and "SANUI." These vessels have superior
 Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
 Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
 Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Mansions (First Floor), opposite the Blake Pier. (151)

**TOYO KISEN KAISHA**

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU	21,000 tons.
S.S. CHIYO MARU	21,000 tons.
S.S. SHINYO MARU	21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).
 HONGKONG TO SAN FRANCISCO via CHINA AND JAPAN PORTS and
 HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket,
 baseball, dances and free newspaper containing World's happenings by wireless.

**WESTERN PACIFIC—DENVER AND
RIO GRANDE.**

The T.K.K. Lines connect at San Francisco with the Pacific trains of the Western
 Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
 WITHOUT CHANGE.

Through Standard Sleepers.
 Through Tourist's Sleepers.
 Dining Cars—Observation Cars.
 Electric Lights—Electric Fans, Union Depots.
 New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
 Sierras—Feather River Canon—and the Royal Gorge of Colorado.
 Convenient connections at Chicago with trains for New York Transatlantic Steamers,
 and other Eastern points.
 When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for
 Ticket form No. 625.

C. LACY GOODRICH,
 GENERAL ORIENTAL AGENT,
 17, MAIN STREET, YOKOHAMA.
 AND KING'S BUILDING, HONGKONG

57

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)
 MONTHLY FAST DIRECT SERVICE TO TRIESTE
 VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
 S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th Feb., at 5 P.M.
 S.S. "AFRICA," 8,840 tons, will leave as above on 13th Mar., at 5 P.M.
 Cheap rates, Hongkong-Trieste, Venice, 250 1st, 236 2nd, 219 3rd Class.
 ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN
 TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 1st Mar., at 1 P.M.
 Cheap rates, Hongkong-Shanghai, 26 1st, 24 2nd, 22 3rd Class.
 Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.
 No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
 MONTHLY ORDINARY SERVICE TO TRIESTE, ROME AND VENICE, VIA
 SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.
 S.S. "VORWAERTS," 12,900 tons, will leave as above about 3rd March.
 S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 2nd March.
 S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 1st Feb.
 S.S. "AUSTRIA," 14,000 tons, will leave as above about 2nd March.
 Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.
 CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black
 Sea, also to North and South America. For information apply to
SANDER, WIELER & Co., Agents.
 Hongkong, 30th January, 1913. (152)

**SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.**

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 DESTINATION STEAMERS TONS DATE OF SAILING.
 SHANGHAI, YOKOHAMA, "YEDDO" 7,200 On 31st Jan.
 KOBE and MANILA "CANTON" 6,500 On 3rd Feb.
 COPENHAGEN "CANTON" 6,500 On 3rd Feb.
 BALTIC PORTS "CANTON" 6,500 On 3rd Feb.
 For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
 YORK BUILDINGS, TOP FLOOR.
 Telephone No. 171.

JAVA-CHINA JAPAN LIJN
REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	First half of February.	SHANGHAI	First half of February.
TJILATJAP	JAVA	First half of February.	JAPAN	First half of February.
TJILIWONG	—	First half of February.	JAVA	First half of February.
TJIMAH	JAPAN	First half of February.	JAVA	First half of February.
TJIMANOEK	JAVA	First half of February.	JAPAN	First half of February.
TJIPANAS	JAVA	Second half of February.	SHANGHAI	Second half of February.
TJIKINI	JAVA	Second half of February.	JAPAN	Second half of February.
TJITAROEM	JAVA	First half of March.	JAPAN	First half of March.

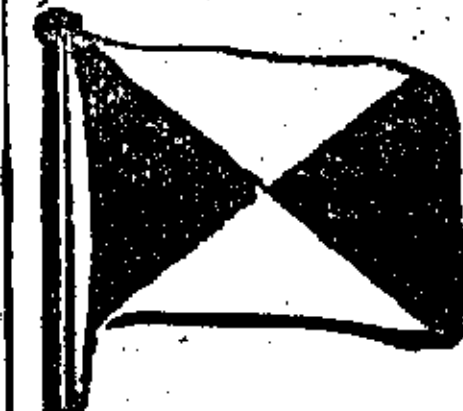
The Steamers are all fitted throughout with Electric Light and have accommodation for
 a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
 on through Bills of Lading.
 For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
 Hongkong, 31st January, 1913.

Telephone No. 375.

15

**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	McMurray	Manila, Mangarin, Hoilo and Cebu	On 5th Feb., 4 P.M.
RUDI	4000	J. Miller	Manila, Mangarin, Hoilo and Cebu	On 15th Feb., 4 P.M.

For Freight or Passage, apply to **SHEWAN, TOMES & Co.,** General Managers,
 Hongkong, 28th January, 1913. **PHILIPPINES S.S. Co.** (110)

**BRITISH INDIA S. N. CO., LTD.
APCAR LINE.**

REGULAR SERVICE BETWEEN
 CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "THONGWA," 6,298 tons, Capt. Fyfe, will be despatched to
 SHANGHAI, KOBE and MOJI on 15th Jan.
 S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched
 KOBE & MOJI (YOKOHAMA if sufficient inducement offers) on 21st Feb.

WESTWARD.

S.S. "ARRATOON APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched
 for SINGAPORE, PENANG and CALCUTTA on 12th Feb.
 S.S. "JELUNGA," 5,205 tons, Capt. D. Macfarlane, will be despatched
 as above on 17th Feb.
 The above Steamers have excellent Saloon accommodation for Passengers and are fitted
 with all modern conveniences and carry a duly qualified surgeon.
 For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 31st January, 1913.

AGENTS.

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**NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.**

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.	"GOEBEN"	18,300	Tuesday, 4th Feb., at 10 a.m.

• Calling at Manila.

SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"DERFFLINGER"	17,000	About Thursday, 6th Feb.
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MANILA, YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	6,000	Saturday, 22nd Feb., at 9 a.m.
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KOBE and YOKOHAMA	"PRINZ SIGISMUND"	6,000	About Tuesday, 4th Feb.
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All the Steamers of the European Line are fitted with Wireless Telegraphic
 New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 27th January, 1913.

PASSENGER SEASON 1913.**NORDDEUTSCHER LLOYD. BREMEN.**

TO EUROPE BY THE
MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON
"GOEBEN"	17,300 tons	ON FEBRUARY 4TH.
"BREMEN"	21,000	ON FEBRUARY 19TH.
"DERFFLINGER"	17,250	ON MARCH 4TH.
"PRINZ FRIEDRICH"	16,000	ON MARCH 19TH.
"BUELOW"	17,250	ON APRIL 1ST.
"PRINZESS ALICE"	20,300	ON APRIL 16TH.
"LUTZOW"	17,300	ON APRIL 29TH.

• THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE
 FROM HERE TO SINGAPORE.
 CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON
 TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.
 (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 17th December, 1912.

**THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.**

Head Office for the Far East—16, DES VUEX ROAD, HONGKONG.
 SHANGHAI: 2-3, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and
 TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

SHIPPING

ARRIVALS.

DAIJI MARU, Japanese str., 100, D. Fuchigami, 30th January—Tansui 27th January, General.—Osaka Shosen Kaisha.

EASTERN, British str., 2,272, Balis, 30th January—Kobe 24th January, General.—Gibb, Livingston & Co.

HIMALAYA, British str., 5,786, H. G. Evans, 30th January—Bombay and Singapore 25th January, Mails and General.—P. & O. S. N. Co.

Lucknow, British str., 2,000, 30th January—Hongkong 20th January, Coal.—Butterfield & Swire.

SHIMIZU MARU, Japanese str., 3,292, Izumi, 20th January—Mitsui Bussan Kaisha.

CLEARANCES.

At the Harbour Master's Office, January 30th.

Holloway, British str., for Saigon.

Tongva, Norwegian str., for Saigon.

Chunhua, British str., for Shanghai.

Chunhua, Chinese str., for Canton.

E. F. Ferdinand, Austrian str., for Shanghai.

Borneo, German str., for Sandakan.

DEPARTURES.

January 30th.

Kamur, Norwegian str., for Bangkok.

Bohemia, Austrian str., for Shanghai.

Daiichi Maru, Jap. str., for Watsun.

Hanoi, French str., for Haiphong.

Osaka, Norwegian str., for Singapore.

Santa, German str., for Bangkok.

Tsushima Maru, Japanese str., for Hongkong.

Wongkai, German str., for Swatow.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Siberia*, carrying the American mail, left Yokohama for this port via Manila on the 29th January, between 10 a.m. and noon.

The P.M. str. *China* left San Francisco on the 17th January, for Hongkong, via Honolulu, Japan ports and Manila.

The T.K.K. str. *Shingo Maru*, with U.S. mails is expected to arrive at this port on the 31st January, at daylight.

The P.M. S.S. Co. str. *Manchuria* left San Francisco for this port, via Honolulu, the usual Japan Ports and Manila on Thursday, the 28th inst.

The T.K.K. str. *Waka Maru* leaves San Francisco for Hongkong via usual ports of call and Manila on the 1st February, and may be expected here on the 4th March.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Sigismund* left Sydney on Saturday, the 11th of January, at 11 a.m., and may be expected here on or about Monday, the 3rd of February.

The E. & A. str. *Aldersham* from Sydney, etc., will arrive at Manila on the 6th February.

The E. & A. str. *Empire* left Sydney on the 20th January, for this port (via Queensland ports, Timor and Manila).

THE CANADIAN MAIL.

The C.P.R. str. *Montreal* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 27th January, a.m.

THE GERMAN MAIL.

The I.G.M. str. *Berlin*, carrying the German mails with dates from Berlin of the 5th January, left Colombo on the 28th January, and may be expected here on or about 6th February.

MERCHANT STEAMERS.

The str. *Glenlochy* left Singapore on Saturday, the 25th inst., and due here on Friday, the 31st inst.

The Swedish East Asiatic Co.'s str. *Yeddo* left Singapore on the 30th January, and is expected to arrive here on the 31st January.

The Swedish East Asiatic Co.'s str. *Canton* left Vladivostok on the 27th January, and is expected to arrive here on the 3rd February.

The Ben Line str. *Bonnie* from Middleburgh, Antwerp and London left Singapore on the 28th inst., for this port.

The str. *Invincible* from New York is due to arrive on the 4th February.

The R.V.F. str. *Kostrama* left Colombo on the 27th January, and is expected to arrive in Hongkong on the 10th February.

The R.V.F. str. *Farstar* left Colombo on the 28th January, and is expected to arrive in Hongkong on the 11th February.

The T.K.K. str. *Waka Maru* left Manila for Hongkong on the 28th January, and is due in Hongkong on the 20th March.

The str. *Glenlochy* passed the Suez Canal on the 24th January, for Hongkong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Yatsing, from Singapore, is due in Hongkong 31st January.

Onang, from Chinwantao, is due in Hongkong 31st January.

Fooksang, from Moji, is due in Hongkong 1st February.

Loksan, from Waihaiwei, is due in Hongkong 2nd February.

Hopang, from Bangkok, is due in Hongkong 4th February.

Namany, from Singapore, is due in Hongkong 5th February.

Pooking, from Guaymas, is due in Hongkong 5th February.

SHIRE LINE, LIMITED.

Den of Crombie, from London, is due in Hongkong 8th February.

BRITISH INDIA STEAM NAVIGATION CO., LTD.

Onloa, from Rangoon, is due in Hongkong 10th February.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's				2. From Harbour Master's to Blake Pier				3. From Blake Pier to Naval Yard				4. From Naval Yard to East Point			
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO				TO BE DESPATCHED.						
LONDON, via USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	G. W. Cookman, R.M.S.	P. & O. S. N. Co.				To-morrow, at Noon.						
LONDON & ANTWERP via SINGAPORE, &c.	SURDA	Brit. str.	—	C. E. Irving, R.M.S.	P. & O. S. N. Co.				About 5th Feb.						
LONDON & ANTWERP	PERBROOKSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.				About 6th Feb.						
HAVRE, BREMEN & HAMBURG, &c.	ALTHEA	Ger. str.	k. w.	Lusning	HAMBURG-AMERIKA LINIE				On 5th Feb.						
HAVRE, ROTTERDAM, BREMEN & HAMBURG, &c.	BRISAVIA	Ger. str.	k. w.	Girardinbrun	HAMBURG-AMERIKA LINIE				On 8th Mar.						
HAVRE, BREMEN & HAMBURG, &c.	O. J. D. ARLERS	Ger. str.	k. w.	Erwachs	HAMBURG-AMERIKA LINIE				On 16th Mar.						
MARSEILLES, BREMEN, HAMBURG & ANTWERP, &c.	GOLDENFELS	Ger. str.	k. w.	Diricholson	HAMBURG-AMERIKA LINIE				On 10th Feb.						
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAGA MARU	Jap. str.	—	G. Tabusa	NIPPON YUSEN KAISHA				On 12th Feb., at D'light.						
MARSEILLES, BREMEN & HAMBURG, &c.	BEIGRAVIA	Ger. str.	k. w.	Hassau	HAMBURG-AMERIKA LINIE				On 16th Mar.						
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	MEXICO MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOSEN KAISHA				On 5th Feb., at 2 P.M.						
VICTORIA, B.C. & TACOMA via JAPAN, &c.	INARA MARU	Jap. str.	—	S. Tomimaga	NIPPON YUSEN KAISHA				On 11th Feb., at Noon.						
NAPLES, GENOA, ALGERIA, GIBRALTAR, SYDNEY, MANILA, TRIESTE, FIORENTINO, VENICE via SINGAPORE, &c.	GOVERNMENT	Aus. str.	—	I. Goto	OSAKA SHOSEN KAISHA				On 20th Feb., at 2 P.M.						
TRIESTE via SINGAPORE, PENANG, COLOMBO, &c.	BOHEMIA	Aus. str.	—	A. Alhlorb	MELCHERS & Co.				On 4th Feb., at 10 A.M.						
NEW YORK via SUEZ CANAL	INDRADEO	Brit. str.	—	—	SANDER, WIELER & Co.				About 10th Feb.						
BOSTON & NEW YORK	LOVAT	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.				On 13th Feb., at 5 P.M.						
BOSTON & NEW YORK via PORTS & SUEZ CANAL	INDRADEO	Aus. str.	—	—	DODWELL & Co., Ltd.				On 15th Feb.						
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	SHEWAN, TOMES & Co.				About 31st inst.						
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.				On 26th Feb.						
VANCOUVER (B.C.) & PORTLAND (Or.)	SITHONIA	Ger. str.	k. w.	Kotste	CANADIAN PACIFIC R. Co.				On 8th Mar., at 7 A.M.						
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	KOREA	Aus. str.	—	—	HAMBURG-AMERIKA LINIE				On 8th Mar., at 7 A.M.						
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	SHINYO MARU	Jap. str.	—	H. S. Smith	PACIFIC MAIL S.S. Co.				On 22nd Mar.						
COPENHAGEN & BALTIC PORTS	CANTON	Swed. str.	—	—	TOYO KAISEN KAISHA				On 4th Feb., at 1 P.M.						
AUSTRALIAN PORTS via MANILA	EASTERN	Brit. str.	—	—	PACIFIC MAIL S.S. Co.				On 11th Feb., at Noon.						
AUSTRALIAN PORTS via MANILA	TOYONI	Brit. str.	—	E. Enklyson	PACIFIC MAIL S.S. Co.				On 15th Feb., at 1 P.M.						
AUSTRALIAN PORTS via MANILA	NIKEO MARU	Jap. str.	—	M. Yagi	SHEWAN, TOMES & Co.				On 3rd Feb.						
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Leus	BUTTERFIELD & SWIRE				To-morrow, at 11 A.M.						
CAPEPORTS via MAURITIUS	DUBROVNIK	Brit. str.	—	Tullock	NIPPON YUSEN KAISHA				On 22nd Feb., at Noon.						
MEXICAN, PERUVIAN & CHILEAN via JAPAN	KHO MARU	Jap. str.	—	—	MELCHERS & Co.				On 12th Feb., at Noon.						
YOKOHAMA & KOBÉ via SHANGHAI	E. F. FERDINAND	Aus. str.	—	—	THE BANK LINE LIMITED				End of Feb.						
YOKOHAMA & KOBÉ	YATSHING	Brit. str.	—	R. Y. Anderson	TOYO KISEN KAISHA				To-morrow, at Noon.						
YOKOHAMA & KOBÉ	QUILOA	Brit. str.	—	Cole	SANDER, WIELER & Co.				About 1st Feb.						
KOBÉ & YOKOHAMA	HITACHI MARU	Jap. str.	—	T. Yamawaki	JARDINE, MATHESON & Co., Ltd.				On 4th Feb., at Noon.						
KOBÉ & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	D. Leus	JARDINE, MATHESON & Co., Ltd.				On 11th Feb., at Noon.						
KOBÉ & MOJI	GREGORY APCAR	Brit. str.	—	D. Leus	NIPPON YUSEN KAISHA				To-day, at 5 P.M.						
NAGASAKI, KOBÉ & YOKOHAMA	KUMANO MARU	Jap. str.	—	M. Winckler	MELCHERS & Co.				About 4th Feb.						
JAPAN	THATAPAT	Brit. str.	—	—	DAVID SASSOON & Co., Ltd.				On 21st Feb.						
SHANGHAI	HIMALAYA	Jap. str.	—	—	NIPPON YUSEN KAISHA				On 12th Feb., at Noon.						
SHANGHAI, MOJI & KOBÉ	YEDDO	Jap. str.	—	H. G. Evans R.N.M.	JAV. & CHINA JAPAN LINE				Quick despatch.						
SHANGHAI, YOKOHAMA, KOBÉ & MOJI	YEDDO	Swed. str.	—	A. Mocker	NIPPON YUSEN KAISHA				To-day, at 10 A.M.						
SHANGHAI	ANNU	Brit. str.	1 m.	J. B. Harris	ARTHUR NILSON & Co.				To-day.						
SHANGHAI	CHONGSANG	Brit. str.	—	M. Courtney	BUTTERFIELD & SWIRE				To-morrow, at M'night.						
SHANGHAI, KOBÉ & YOKOHAMA	KIRIN MARU	Jap. str.	—	M. Deguchi	JARDINE, MATHESON & Co., Ltd.				On 2nd Feb., at Noon.						
SHANGHAI	LANGSANG	Brit. str.	—	Spencer Wilde	NIPPON YUSEN KAISHA				On 3rd Feb.						
SHANGHAI, TSINGTAI, KOBÉ & YOKOHAMA	DEFFLINGER	Ger. str.	—	F. Prosch	JARDINE, MATHESON & Co., Ltd.				On 4th Feb., at D'light.						
SHANGHAI, MOJI, KOBÉ & YOKOHAMA	NAMUR	Brit. str.	—	A. Callyer	MELCHERS & Co.				About 6th Feb.						
SHANGHAI, KOBÉ & MOJI	NAMANG	Brit. str.	—	G. M. B. Lake	P. & O. S. N. Co.				About 7th Feb.						
SHANGHAI, KOBÉ & YOKOHAMA	PAUL LEON	Brit. str.	—	Lanellin	JARDINE, MATHESON & Co., Ltd.				On 8th Feb., at Noon.						
SHANGHAI, KOBÉ & YOKOHAMA	DEP. OF CROMBIE	Brit. str.	—	—	MESSAGERIES MARITIMES				On 10th Feb., at Noon.						
SHANGHAI, KOBÉ & MOJI	O. J. D. ARLERS	Ger. str.	k. w.	Erwachs	JARDINE, MATHESON & Co., Ltd.				About 10th Feb.						
SHANGHAI, KOBÉ & MOJI	TRONGWA	Brit. str.	—	Fysh	HAMBURG-AMERIKA LINIE				On 11th Feb.						
SHANGHAI	AFRICA	Aus. str.	—	—	DAVID SASSOON & Co., Ltd.				On 1st Mar., at D'light.						
ANPING & TAKAO via SWATOW & AMOY	THOMAS	Jap. str.	—	K. Tashira	JAV. & CHINA JAPAN LINE				Quick despatch.						
TAMUI via SWATOW & AMOY	DAIJI MARU	Jap. str.	—	T. Fachigami	OSAKA SHOSEN KAISHA				On 5th Feb., at 8 A.M.						
FOOCHOW via SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA				On 2nd Feb., at 10 A.M.						
AMOY & FOOCHOW	HAICHANG	Brit. str.	2 h.	A. E. Hodgins	OSAKA SHOSEN KAISHA				On 12th Feb., at Noon.						
AMOY & FOOCHOW	HAICHANG	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPEAKE & Co.				On 4th Feb., at D'light.						
SWATOW & AMOY	HAICHANG	Brit. str.	2 h.	J. S. Rosch	DOUGLAS LAPEAKE & Co.				On 9th Feb., at D'light.						
SWATOW & AMOY	HAICHANG	Brit. str.	2 h.	—	DOUGLAS LAPEAKE & Co.				To-day, at 10 A.M.						
SWATOW	HAICHANG	Brit. str.	2 h.	J. W. Evans	BUTTERFIELD & SWIRE				On 2nd Feb., at Noon.						
MANILA	YUENANG	Brit. str.	—	P. H. Rolfe	DOUGLAS LAPEAKE & Co.				On 2nd Feb., at 10 A.M.						
MANILA, CEBU & ILOILO	KAIFONG	Brit. str.	—	Siddford	JARDINE, MATHESON & Co., Ltd.				To-morrow, at 2 P.M.						
MANILA, MANGARIN, ILOILO & CEBU	ZAPICO	Aus. str.	1 m.	F. S. McMurray	BUTTERFIELD & SWIRE				On 4th Feb., at 4 P.M.						
MANILA	LUONGSANG	Brit. str.	—	Leasl	SHEWAN, TOMES & Co.				On 5th Feb., at Noon.						
MANILA, MANGARIN, ILOILO & CEBU	YEDDO	Brit. str.	—	Miller	JARDINE, MATHESON & Co., Ltd.				On 8th Feb., at 2 P.M.						
BATAVIA, CHERIBON, SAMARANG, &c.	KIWAACHI MARU	Jap. str.	—	—	SHEWAN, TOMES & Co.				On 15th Feb., at Noon.						
BOMBAY via SINGAPORE & COLOMBO	FOKSANG	Brit. str.	—	Christiansen	JAV. & CHINA JAPAN LINE				Quick despatch.						
SINGAPORE, PENANG & CALCUTTA	TAKA MARU	Jap. str.	—	T. S. Mitchell	NIPPON YUSEN KAISHA				On 3rd Feb.						
SINGAPORE, PENANG, RANGOON & CALCUTTA	FULTALA	Brit. str.	—	T. Sato	JARDINE, MATHESON & Co., Ltd.				On 6th Feb., at Noon.						
SINGAPORE, PENANG, & RANGOON	ABRAHATON APCAR	Brit. str.	—	E. W. Tallent	NIPPON YUSEN KAISHA				On 8th Feb.						
SINGAPORE, PENANG & CALCUTTA	SIGAN	Brit. str.	—	R. F. Thomson	JARDINE, MATHESON & Co., Ltd.				On 9th Feb., at Noon.						
HOIHOW, PAKHOI & HAIPHONG	SI-KIANG	Brit. str.	1 m.	J. D. Milne	DAVID SASSOON & Co., Ltd.				On 12th Feb.						
KHANG CHOW WANG & HAIPHONG	SI-KIANG	Brit. str.	1 m.	E. de Catalano	BUTTERFIELD & SWIRE				To-day, at 10 A.M.						
					MESSAGERIES MARITIMES				On 12th Feb., at Noon.						

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	HIMALAYA..... Capt. H. G. Evans, R.N.R.	10 A.M. 31st Jan.	Freight and Passage.
LONDON VIA USUAL PORTS or CALL	AS-AYE..... Capt. G. W. Cockman, R.N.R.	Noon, 1st Feb.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.	SUNDA..... Capt. C. E. Irving, R.N.R.	About 5th Feb.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NAGASAKI and YOKOHAMA	 Capt. A. Collyer	About 7th Feb.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to:

E. A. HEWETT,
Superintendent.

Hongkong, 31st January, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG, KAIHONG & HAIPHONG	"SINGAN".....	On 31st Jan., 10 A.M.
SHANGHAI	"ANHUI".....	On 1st Feb., 11 A.M.
SWATOW and AMOY	"SHENGKING".....	On 2nd Feb., 11 A.M.
MANILA, CEBU and ILOILO	"KAIHONG".....	On 4th Feb., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANULI"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING,"
Select accommodation Amalfi; Electric Fans fitted; Extra State-rooms on Deck; aft
Saloon accommodation of S.S. "KAIHONG" is situated on Deck; aft; Electric Fans fitted;
"ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommoda-
tion, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon,
leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through
Bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before midnight on SATURDAY, for the SUNDAY
Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY
Night.

See Steamers Land Passengers in Shanghai, avoiding the inconvenience of
transshipment at Wusung.REDUCED FARES—SINGLE \$45.....RETURN \$75.
BUTTERFIELD & SWIRE,
Agents. Telephone 36.

URG-AMERIKA LINIE.

IN CONJUNCTION WITH
DAMPFSCHIFFFAHRTS GESELLSCHAFT "HANSA."Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
LIES, HAYRE, BREMEN and HAMBURG and to NEW YORK
and from HONGKONG, MANILA and JAPAN to
VANCOUVER (B.C.) and PORTLAND (Or.)Carries Cargo at Through Rates to all European, North Continental and British
Ports, also Africa, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Larantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAYRE, BREMEN & HAMBURG:
S.S. O. J. D. AHLERS... 11th Feb.	S.S. ALTHAUS... 5th Feb.
S.S. SILESIA... 15th Feb.	FOR MARSEILLES, BREMEN, HAMBURG & ANTWERP:
S.S. SUEVIA... 15th Feb.	S.S. GOLDENFELS... 10th Feb.
S.S. SPEZIA... 25th Feb.	FOR HAYRE, ROTTERDAM, BREMEN & HAMBURG:
S.S. SCANIA... 10th Mar.	S.S. BRISGAVIA... 8th Mar.
S.S. SITHONIA... 23rd Mar.	FOR MARSEILLES, BREMEN & HAMBURG:
	S.S. BELGEVIA... 15th Mar.
	FOR HAYRE, BREMEN & HAMBURG:
	S.S. O. J. D. AHLERS... 16th Mar.
	FOR VANCOUVER (B.C.) & PORTLAND (Or.):
	S.S. SITHONIA... 22nd Mar.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHEW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN".....	Capt. J. S. Roach.....	FRIDAY, 31st Jan., at 10 A.M.
"HAITANG".....	Capt. A. E. Hodgins.....	TUESDAY, 4th Feb., at 11 A.M.
"HAICHING".....	Capt. W. C. Passmore.....	SUNDAY, 9th Feb., at 11 A.M.

* These Steamers will not Call at Swatow.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN".....	Capt. J. W. Evans.....	(SUNDAY, 2nd Feb., at 10 A.M.)
		(WEDNESDAY, 5th Feb., at 10 A.M.)

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamships

CHIYO MARU, SHINYO MARU AND
TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
SHINYO MARU	H. S. Smith	TUESDAY, 11th Feb., Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 11th Mar., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 1st April, at Noon.
TENYO MARU	E. Bent	TUESDAY, 8th April, at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO via
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on
TUESDAY, the 11th February, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO
and the TEBUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS!

The Steamers—BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU,
MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.
BUYO MARU	10,500	THURSDAY, 3rd April, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 4th June, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS
TELEGRAPH APPARATUS and POST OFFICES.SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the
CIVIL and CONSULAR SERVICES, and to MISSIONARIES.
Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
'King's Building (Opposite Blake Pier).

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAYAND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY(The only direct train service, without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamers	Captains	Leave
"MEXICO MARU".....	N. Kobayashi.....	WEDNESDAY, 5th Feb., at 2 P.M.
"CHICAGO MARU".....	I. Goto.....	THURSDAY, 20th Feb., at 2 P.M.
"CANADA MARU".....	K. Hori.....	WEDNESDAY, 5th Mar., at 2 P.M.
"TACOMA MARU".....	T. Hamada.....	SATURDAY, 2nd Mar., at 2 P.M.
"PANAMA MARU".....	T. Kanoe.....	WEDNESDAY, 2nd April, at 2 P.M.
"SEATTLE MARU".....	T. Saito.....	SATURDAY, 19th April, at 2 P.M.

* Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
‡ Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.
A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for
carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

SOUTH CHINA COAST AND FORMOSA SERVICE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"KAIJO MARU".....	Y. Yamamoto.....	WEDNESDAY, 12th Feb., at 10 A.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"DAIJIN MARU".....	T. Fuchigami.....	SUNDAY, 2nd Feb., at 10 A.M.
"DAIGI MARU".....	Y. Somekawa.....	SUNDAY, 9th Feb., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU".....	K. Tashira.....	WEDNESDAY, 5th Feb., at 8 A.M.

FOR CANTON.

These Steamers of Coast and Formosa Line have Excellent accommodation for First
and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour
Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER

Second Floor, No. 1, Queen's Building

COMPAGNIE MARITIME

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU Capt. G. Tabusa,	12,500	WEDNESDAY, 13th Feb., at Daylight.
	ATSUTA MARU Capt. J. Nagao,	16,000	WEDNESDAY, 26th Feb., at Daylight.
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	INABA MARU Capt. S. Tomimaga,	12,500	TUESDAY, 11th Feb., at Noon.
	SHIDZUOKA MARU Capt. Irieawa,	12,500	TUESDAY, 25th Feb., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi,	9,600	WEDNESDAY, 12th Feb., at Noon.
	KUMANO MARU Capt. M. Winckler,	9,300	WEDNESDAY, 12th Mar., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	TOSA MARU Capt. T. Sato,	12,000	SATURDAY, 8th Feb.
BOMBAY via SINGAPORE, and COLOMBO	KAWACHI MARU Capt. A. Christiansen,	12,500	MONDAY, 3rd Feb.
KOBE and YOKOHAMA	HITACHI MARU Capt. T. Yamawaki,	12,500	FRIDAY, 31st Jan., at 5 P.M.
SHANGHAI, MOJI and KOBE	TOTOMI MARU Capt. A. Mooker,	5,000	FRIDAY, 31st Jan.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winckler,	9,300	WEDNESDAY, 12th Feb., at Noon.
SHANGHAI, KOBE and YOKOHAMA	KIRIN MARU Capt. Deguchi,	5,000	MONDAY, 3rd Feb.

* Fitted with New System of Wireless Telegraphy.

† Cargo only

REDUCED RATES OF PASSAGE.

HONGKONG to PACIFIC COAST points...	1st Class £25 2nd Class £17
" " LONDON via NEW YORK...	1st Class £55 2nd Class £40
" " " via MONTREAL...	1st Class £54 2nd Class £37
Round-the-World, 1st Class throughout, via NEW YORK...	£100
" " " via MONTREAL...	£102

N.B.—While the rates are reduced, the excellence of the service in all respects will be
maintained as heretofore.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 292 and 1241.

111-12-13

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
HOMEWARD PASSENGER SEASON 1913.

MARSEILLES AND LONDON

(TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.)
THROUGH-TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	Steamer	Tons	
ASSAYE.....	7500	February 1	MALJOJA.....	12500
HIMALAYA.....	7000	February 15	MOREA.....	10000
DEVANHA.....	8000	March 1	MADIRA.....	10500
DELTA.....	8000	March 15	MEDINA.....	12500
INJIA.....	8000	March 29	Through Steamer	
ASSAYE.....	7500	April 12	MONGOLIA.....	10000
DEVANHA.....	8000	April 26	MACEDONIA.....	10500
CHINA.....	8000	May 10	MALWA.....	11000
DELTA.....	8000	May 24	MOULTAN.....	10000

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to
the Express Mail Steamer from COLOMBO is definitely served in

Accommodation in the connecting Steamer from COLOMBO is definitely served in

Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd £48.3 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

